

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,358 "	G. F. Morrison, R.M.R.
"FATHAN,"	2,260 "	R. D. Thomas.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lonsdale.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke.
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Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain W. A. Valentine.
"NANNING,"	559 "	G. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahoning, Kumchuk, Kau-Kong, Samahai, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samahai.....Single \$7.50.

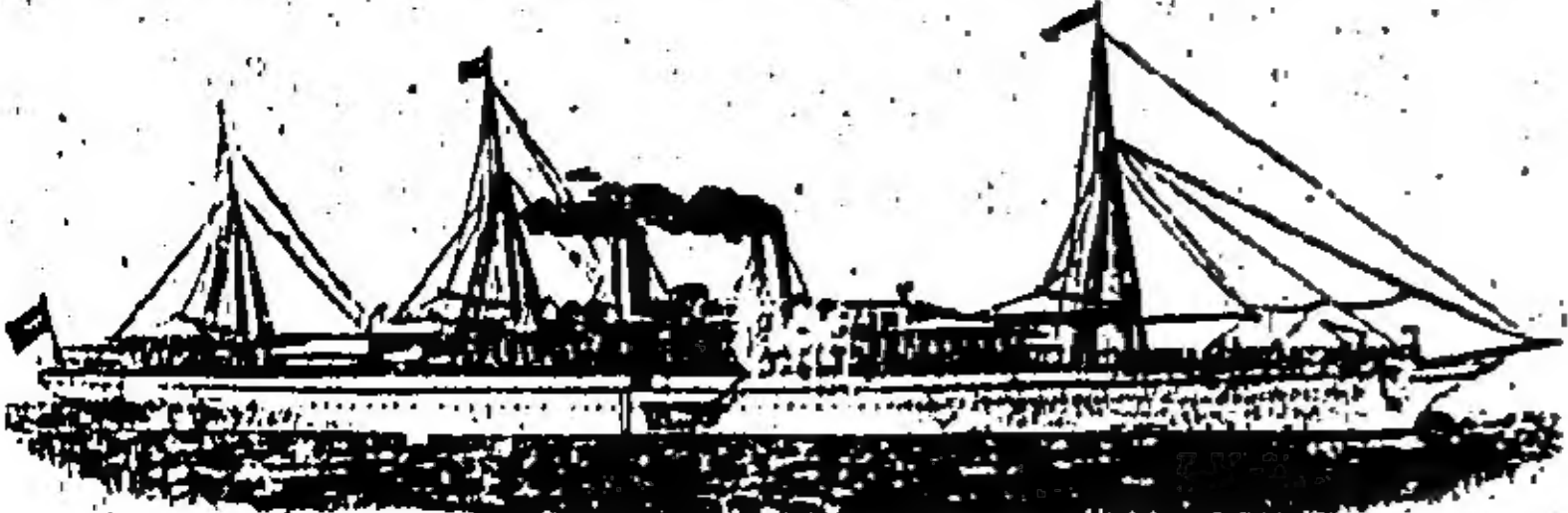
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 1 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "ATHENIAN".....	2,440	S. Robinson, R.M.R.	WEDNESDAY, 1st Nov.
"EMPEROR OF INDIA".....	6,000	E. Betham, R.M.R.	WEDNESDAY, 15th Nov.
"TARTAR".....	4,425	W. Davidson, R.M.R.	WEDNESDAY, 20th Nov.
"EMPEROR OF JAPAN".....	6,000	H. Pybus, R.M.R.	WEDNESDAY, 13th Dec.
"EMPEROR OF CHINA".....	6,000	R. Archibald, R.M.R.	WEDNESDAY, 10th Jan.

Hongkong to London, 1st Class.....\$140. 2nd Class.....\$80.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....\$40. " " \$25.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 Hongkong, 18th October, 1905. Corner Paddar Street and Praya, opposite Blake Pier. (to

HAMBURG-AMERIKA LINIE.

OBERASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BORUSSIA.....	HAVRE and HAMBURG.	1st Nov.
Hahn.....	(Calling at S'PORE, PENANG & COLOMBO).	Freight and Passengers.
SEBRIA.....	HAVRE and HAMBURG.	10th Nov.
Hofschmidt.....	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SENEGAMBIA.....	HAVRE, BREMEN and HAMBURG.	18th Nov.
Peter.....	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
C. FERD. LAEISZ.....	HAVRE and HAMBURG.	29th Nov.
Meyerdierks.....	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SITHONIA.....	HAVRE and HAMBURG.	13th Dec.
Hildebrandt.....	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
NUBIA.....	NEW YORK VIA SUEZ.	About 31st Dec.
Habel.....	with liberty to call at the Malabar coast.	Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity.

Daily qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 No. 1, Queen's Road Central.

Hongkong, 18th October, 1905.

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. till 9 P.M. My 30 years' experience in "TATTOOING" is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmonious, and produce a charming effect not obtained by any other as their composition is really invisible. I am, H. E. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many other of High Rank, and of course, satisfaction guaranteed as attested by 2,000 Recommendations. My work is now received from all sources.

Hongkong, 18th November, 1905.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, SAID, NAPLES, GENOA, ANTWERP, BRUSSELS/HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS. ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS. Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

W.R.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ZIETEN.....	WEDNESDAY, 27th October.
PRINZESS ALICE.....	WEDNESDAY, 8th November.
SACHSEN.....	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 6th December.
PRINZ HEINRICH.....	WEDNESDAY, 20th December.
PRINZ BITEL FRIEDRICH.....	WEDNESDAY, 3rd January, 1906.
GNEISENAU.....	WEDNESDAY, 17th January.
ROON.....	WEDNESDAY, 31st January.
PREUSSIN.....	WEDNESDAY, 14th February.
ZIETEN.....	WEDNESDAY, 28th February.
PRINZESS ALICE.....	WEDNESDAY, 14th March.
SEYDLITZ.....	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 11th April.
PRINZ BITEL FRIEDRICH.....	WEDNESDAY, 25th April.

ON WEDNESDAY, the 27th day of October, 1905, at Noon, the Steamship ZIETEN, Capt. F. von Binzer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port for (above), Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 30th October. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 14th October, and 1 Parcel will be received at the Agency's Office until NOON, on TUESDAY, the 24th October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONE.	SAILING DATES.
PRINZ SIGISMUND.....	3,301	TUESDAY, 14th November.
WILLEHAD.....	4,761	TUESDAY, 12th December.
PRINZ WALDEMAR.....	3,327	TUESDAY, 9th January.

ON TUESDAY, the 14th November, 1905, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

DIRECT FOR YOKOHAMA AND KOBE.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE.....	PRINZ SIGISMUND.....	TUESDAY, 24th October.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....	SACHSEN.....	MONDAY, 30th October.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....	PRINZ REGENT LUITPOLD.....	WEDNESDAY, 8th Nov.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 19th October, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 3 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip.....\$12.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 34 HOURS. THE steamers sail from HONGKONG to SAMHUI, SHUIRING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,
 AGENTS.WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 5th July, 1905.

Dentistry.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

37, DES VOUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.
 Hongkong, 22nd July, 1905.

TSIN TING,

LATEST METHODS OF DENTISTRY

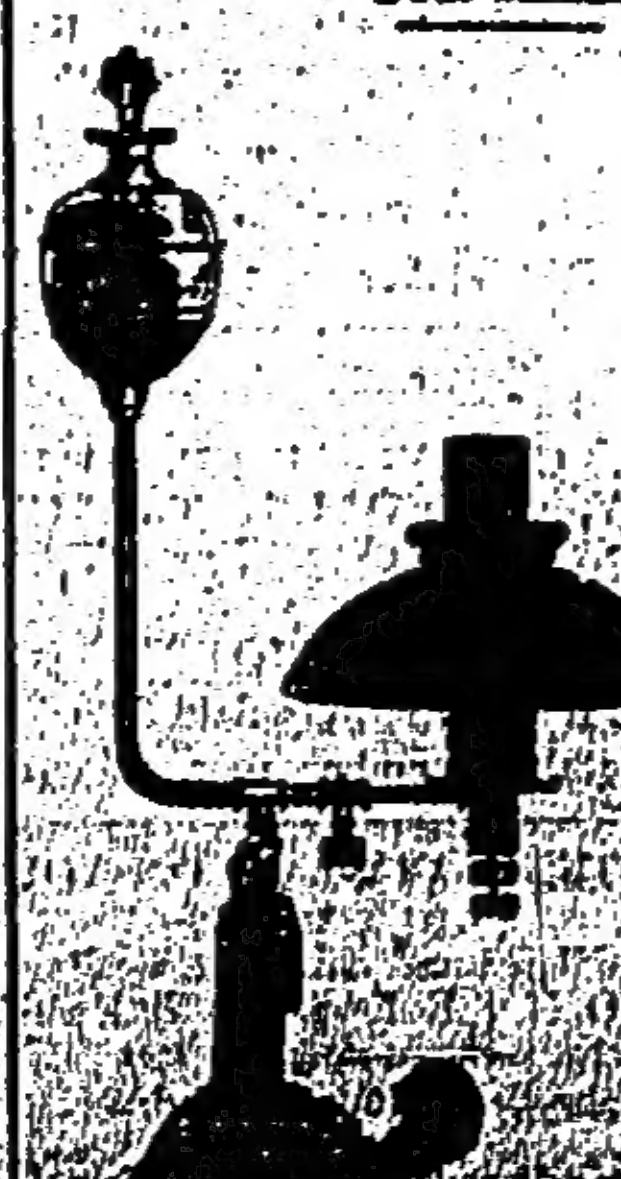
STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES

Consultation Free.

For Sale.

FOR SALE.



INCANDESCENT.

Gasoline.

Lamps of all

descriptions

from the best

makers.

Incandescent

Mantles,

Chimney

Globe, and

Gas Lamps

at reduced

moderate

prices.

Lamps fitted

up by

order.

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up by

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up by

order.

GREEN ISLAND CEMENT COMPANY,

LIMITED.

PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$4.75 per Cask

ex Factory.

In Bags of 50 lbs. net \$5.50 per Bag

ex Factory.

SHEWAN, TOMES & CO.,
 General Managers

Hongkong, 30th September, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER

is guaranteed (see label) to be

pure and of the highest quality.

Price 5/- per cask of 12 bottles (gross)

or 4/- per cask of 12 bottles (net)

Principal Place for Quantities

SHEWAN, TOMES & CO.,
 General Managers

Hongkong, 10th January, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60 ft., bottom 45 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the situation of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand. (Glass and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

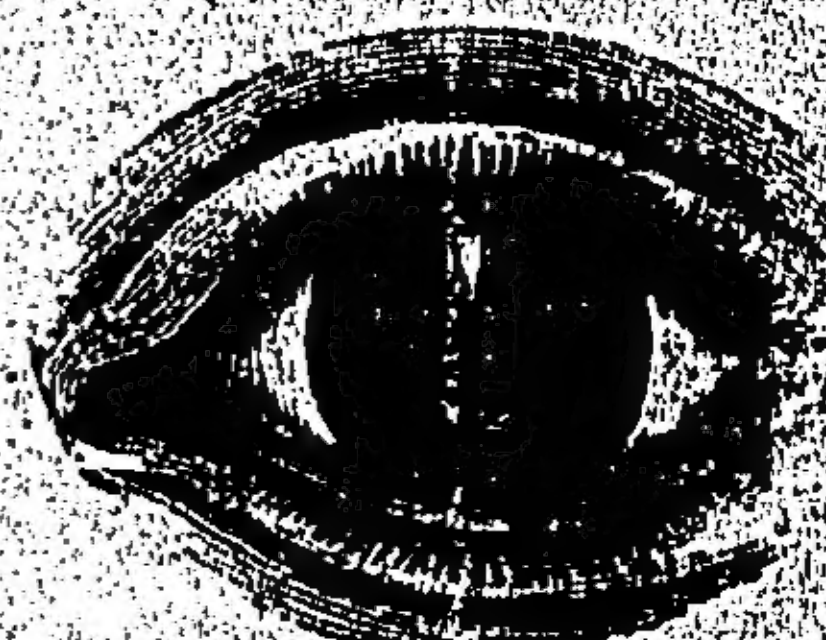
Telephone: Nos. 370, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lieber, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN.

10, D'AGUILAR STREET, HONGKONG.

(One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask or write for Illustrated Booklet on "Effective Sight" free.

LONDON, 21, John Street, Bedford Row, W.C. CALCUTTA, 59, Bentinck Street. SHANGHAI, 566, Nanking Road.

Hongkong, 24th March, 1904.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S PATENT LAUNCHES.

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HARTMANN'S PATENT LAUNCHES.</

Intimations.

**WM. POWELL,
LIMITED.**

**"ALEXANDRA
BUILDINGS"**
Dei Vieux Road.

**NEW GOODS
NOW ON SHOW.**

**TRIMMED AND
UNTRIMMED
MILLINERY,
FLOWERS,
FOLIAGE, AND
RIBBONS.**

**SILK BLOUSES,
DELAINE SHIRTS,
GOLFERS.**

**LACE COLLARS,
BERTHAS AND
JABOTS.**

**SILK AND LACE
NECKWEAR.**

**Light & Medium-weight
PURE
UNSHRINKABLE
WOOLLEN VESTS,
DRAWERS,
COMBINATIONS
& SPENCERS.**

**FINE CASHMERE
HOSIERY.**

**SILK & KID BELTS,
Latest Designs.**

**DAINTY FANCY
HANDKERCHIEFS.**

**A large assortment of
SMARTLY-CUT
UNDERSKIRTS,
For Morning and Evening wear.**

**English and American
(Black, Bronze & Tan)
BOOTS AND SHOES
with Button, Lace, Buckle or Strap.**

**White Kid, Ivory Satin
Black-beaded and
Bronze-beaded
EVENING
FOOTWEAR.
Best Quality at Moderate Prices.**

**WHITE KID GLOVES
Self and Black Points.**

**SOFT CHAMOIS
WASHING GLOVES**

**DRESS FABRICS
in endless variety.**

All the Newest Goods on the Market.

INSPECTION INVITED.

**WM. POWELL, Ltd.
HONGKONG.**

Hongkong, 19th October, 1905.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
on
SATURDAY,
the 21st October, 1905, at 11 A.M., at
Kwong Sang Lung's, Yau-ma-tei,
ONE STEEL BOILER,
English-made, built at Glasgow;
DIMENSIONS:—9 ft. 6 in. Diameter by 9 ft.
6 in. long with dome, Shell Plate 1/2 in., End
Plates 3/4 in., Tube Plates 9/16 in., Two Main
Furnaces 13 ft. 1 in. by 6 ft. 8 in., 3 in. thick
Separate Combustion Chambers 9/16 in. Plate,
2 1/2 in. Stay Tubes and 64 3/4 in. Main Tubes,
Longitudinal Stays 2 1/2 in. Combustion Cham-
ber Stays 1 1/2 in., tested by Hydraulic Pres-
sure to 260 lbs.
A Steam-launch will leave Blake Pier at
10.30 A.M. to convey intending purchasers.
TERMS:—As usual.

**HUGHES & HOUGH,
Auctioneers.**
Hongkong, 14th October, 1905. [101]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY,
the 21st October, 1905, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vieux Road,
corner of Ice House Street,
**SUNDRY
VALUABLE HOUSEHOLD
FURNITURE,**
Comprising:—
SILK TAPESTRY-COVERED DRAW-
ING ROOM SUITE, BRASS BEDSTEADS,
TEAKWOOD SIDEBOARDS AND DINNER
WAGGONS with BEVELLED GLASS,
OVERMANTLES, TEAKWOOD EXTEN-
SION DINING TABLE and CHAIRS,
VIENNA CHAIRS, TEAKWOOD WAR-
DROBES with BEVELLED GLASS, CAR-
PETS, GLASS, CHINA, CROCKERY and E.P.
WARE, BLACKWOOD WARE, &c., &c., &c.
TERMS:—As usual.

**HUGHES & HOUGH,
Auctioneers.**
Hongkong, 17th October, 1905. [1018]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
FRIDAY,
the 27th October, 1905, at 3 P.M., at the
Wing Lok Street Wharf,
The River Passenger Steamer
"YING KING."
For Particulars, apply to the Auctioneers.
TERMS:—As usual.

**HUGHES & HOUGH,
Auctioneers.**
Hongkong, 18th October, 1905. [1021]

Insurance.

**NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.**

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN AND CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.
Hongkong 28th May, 1905. [152]

Hotels.

**ORIENTAL HOTEL,
MACAO.**

A FIRST CLASS HOTEL situated in the
Centre of Praya Grande with splendid
view of the Harbour.

**LARGE AND LOFTY ROOMS,
Elegantly Furnished.**

EXCELLENT CUISINE.

WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

**EVERY COMFORT FOR RESIDENTS AND
TOURISTS.**

For Terms, &c., apply to—
THE MANAGER.

Macao, 16th October, 1905. [1890]

**OCCIDENTAL
HOTEL.**

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

**TO ORDER IN
EVERY ROOM:**

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [197]

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ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

COST OF LIVING IN MANILA.

Filipino workmen in Manila are not so
favourably situated, as farm labourers in this
respect. Their expenses are relatively higher,
and the food and clothing they use must be
purchased. The item of rent is also consider-
able. Edward Rosenberg, a commissioner of
the American Federation of Labour, who visited
Manila in the interests of that organization in
1903, and who was afforded exceptional oppor-
tunities of seeing economic conditions from the
workman's point of view, estimates the
minimum cost of supporting a family of five
persons in Manila at \$50 silver currency (\$105
in American currency) per annum. This
agrees very closely with the estimate made by
the writer, which would make the cost of living
of urban workman double that of labourers in
the provinces. The items of rent, better cloth-
ing and a somewhat higher standard of
living account for part of this difference.
The food used by the working people is also
cheaper as a rule in the country, and more
natural or local products, especially in the way
of fruits and herb condiments, are consumed.
The cost of living for Europeans or
Americans is now higher in Manila and
the larger Philippine towns than elsewhere
in the Orient. Hotel rates vary from \$1.50
to \$5 American currency a day, and com-
fortable board can hardly be secured under
\$7 to \$8 American currency a week. Duck
clothing is largely worn. Suits cost from \$5 to
\$10 silver currency (\$2.10 to \$4.20 American
currency), according to the quality of material,
and the kind of a tailor patronized. Canvas
shoes are worn from \$3 to \$5 silver currency
(\$2.10 to \$4.20 American currency). Furnish-
ing goods are not materially higher than in the
United States. Laundry work costs about \$5
silver currency (\$2.10 American currency) a
month. If one is residing in Manila at pre-
sent he must allow for a considerable unavoid-
able expense for carriage or carromato hire,
but this condition will be changed as soon as
the electric-railway system now being installed
is in operation. It is not probable, however,
that present prices will continue, as they are at
least partly due to exceptional conditions fol-
lowing the war. Americans living in tropical
countries, especially in the East, however, very
often adopt a much higher standard of living
than that to which they are accustomed at
home.—Report on Condition of Labour in
Philippines.

GAMBLING IN SMART
SOCIETY.

Everybody who knows the City knows Austin
Friars—that curious, narrow quiet passage be-
tween Old Broad Street on the one side, and
Great Winchester Street on the other. It is a
thoroughly characteristic passage with all the
embodiments of the ancient and modern, the
piety of the old world the Mammon worship of
the new. On one side of the narrow passage
is a series of offices occupied by typical figures
of the modern City, and, in the midst of all
this, occupying the whole side of the street and
more, accounting for the narrowness of the pas-
sage and the huddled look of the offices, is an
ancient church, the fabric of which probably be-
longed to the monks of old, and preserves their
memory and their silent party and tranquil liv-
ing in the midst of all this rush of the race of
gold, in the name Austin Friars.

IN THE CITY.

Any one passing through Austin Friars can
now often hear a sound which even ten years
ago would strike an unfamiliar note in these
surroundings—it comes from the swish of a silk
gown. It is not at all uncommon to see beautiful
women dressed richly and exquisitely, and with
the unmistakable air of wealth, good breeding,
and refinement, going through the crowded
thoroughfares and narrow streets of the City. If
some of the ancient friars in their cowl and
robe and girdle rise up it could not fill one
with a sense of greater unappropriateness than
to see these creatures of luxury of the drawing-
room and the home in the midst of this abode
of rushing, restless, fiercely-conflicting men
engaged in all the fierce strife for power and
gold.

THE UNIVERSAL CRAZE.

But such a surprise only comes to the casual
visitor. The sight has become really one of
the commonest, for quite as naturally as her
husband or brother does the woman of the day
go to a City office to consult a broker about an
allotment. Her figure, seen in the City, is
but a symbol and a type of our time. The
gambling fever is universal; it has extended
from the racetracks to the Bourse, from men
to women, from the middle class to the ladies
of title, and every day one is hearing further
details of the spread of the fever or craze.

At the smart ladies' clubs the "Financial
News" and "Financial Times" are simply at
a premium. All other papers are discarded
until these have been studied, and the City
article now forms for many, many smart wo-
men the most interesting part of the various
daily and weekly papers.

Intimations.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, the AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBTS contracted by the Officers or
the Crew of the following vessel during her
stay in Hongkong Harbour:—

CHURCHILL, American 4-masted schooner,
Captain: J. M. Master.

NOTICE.

THE Public are hereby informed that so
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10c) per Single Copy.

THE MANAGER.
Hongkong Telegraph Co., Ltd.
Hongkong, 19th September, 1905.

Intimations.

YOU WILL NOT

be deceived. That there are cheats and frauds
in plenty everybody knows, but it is seldom
or never that any large business house is guilty
of them, no matter what line of trade it follows.
There can be no permanent success of any
kind based on dishonesty or deception. There
never was, and never will be. The men who
try that are simply fools and soon come to
grief—as they deserve. Now many persons
are, nevertheless, afraid to buy certain
advertisements lest they be humbugged
and deluded especially are they slow to place
confidence in published statements of the
merits of medicines. The remedy known as

WAMPOL'S PREPARATION

is as safe and genuine an article to purchase
as flour, silk or cotton goods from the mills of
manufacturers with a world-wide reputation.
We could not afford to exaggerate its qualities
or misrepresent it in the least; and it is not
necessary. It is palatable as honey and con-
tains the nutritive and curative properties of
Pure Cod Liver Oil, extracted by us from fresh
cod livers, combined with the Compound
Syrup of Hypophosphites and the Extracts of
Malt and Wild Cherry; and how valuable such
a blending of these important medicinal agents
must be plain to everybody. It is beyond
price in Anemia, Insomnia, Weakness and lack
of Nervous Tone, Poor Digestion, Wasting
Diseases, La Grippe, Lung Troubles and Blood
Impurities. Science can furnish nothing better
—perhaps nothing so good. Dr. W. H. Dale,
of Canada, says: "I have used it in my practice
and take pleasure in recommending it as a
valuable tonic and reconstructive." It is a
remedy that can afford to appeal to its record
and represents the science and knowledge of
bright and aggressive medical investigation.
Effective from the first dose. "You cannot be
disappointed in it." Like all good things it is
limited. Sold by chemists throughout the
world.

BAY VIEW HOUSE,
MACAO.

SITUATED at the most charming part
of Macao's Famous Beach, has just
been opened for the public and for the
benefit of HONGKONG VISITORS, who travel
to this Delightful Resort.

**BATHING PARTIES, and indeed every
Holiday Seeker on pleasure bent, will find
all their wants supplied at BAY VIEW
HOUSE.**

**MORNING TEAS, BREAKFASTS,
TIFINS, AFTERNOON TEAS, and
DINNERS** can be supplied to any number
at the shortest notice, and at the most
reasonable prices.

On SUNDAYS Meals served *a la carte*
from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and
LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every
description, including Ices, may be had at
the lowest prices.

After one trial of the fancy fare at BAY
VIEW HOUSE, you will be loth to return
to Hongkong.

TELEGRAPHIC ADDRESS:
"BAYVIEW, MACAO."

Macao, 7th June, 1905. [164]

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LOTHIAN,"

FROM GLASGOW, LIVERPOOL AND
MIDDLESBOROUGH.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
at Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 23rd instant will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 26th
instant, or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 23rd instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,

Agents.

Hongkong, 16th October, 1905. [1012]

FROM HAMBURG, BREMEN, ROTTER-
DAM, ANTWERP, PENANG,
AND SINGAPORE.

THE H. A. L. Steamship

"RHAETIA."

Captain Behrens, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon
and Godown Co., Limited, and stored at
Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 19th instant will be subject
to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 19th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 19th October, 1905. [1007]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"MAZAGON."

FROM BOMBAY AND STRAITS.
Consignees of Cargo by the above-named
steamer are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From Persian Gulf, ex B.I.S.N. and B. & P.
S. N. Co's Steamers.

Goods not cleared by the 24th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No claims will be admitted after the goods
have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 17th October, 1905. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"POONA."

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
Noon, TO-DAY.

Goods not cleared by the 20th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 14th October, 1905. [12]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"LAISANG"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. the 19th instant, will be
landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 17th October, 1905. [160]

S.S. "SALAZIE."

COMPAGNIE DES MESSEGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex s.s. *Sidon*, and from St. Nazaire ex
s.s. *Ville de Boulogne*, in connection with
above Steamer, are hereby informed that their
Goods, with the exception of Opium, Treas-
ure and Valuables are being landed and
stored at their risk into the hazardous and/or
extra hazardous Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
at Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 3 P.M. TO-PAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
MONDAY, the 23rd October, at Noon, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 23rd October, or they will not be recognised.

All damaged packages will be examined on
MONDAY, the 23rd October, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 16th October, 1905. [17]

STOCK OF BRANDY IN

SHIPPING AND FREIGHT

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"MENELAUS"	7th November.
GLASGOW and LIVERPOOL	"PINGSUEY"	7th "
GLASGOW and LIVERPOOL	"HECTOR"	14th "
GLASGOW and LIVERPOOL	"CLAUCUS"	14th "
GLASGOW and LIVERPOOL	"HYSON"	21st "
GLASGOW and LIVERPOOL	"PRIAM"	21st "
GLASGOW and LIVERPOOL	"OANFA"	28th "
GLASGOW and LIVERPOOL	"AJAX"	5th December.
GLASGOW and LIVERPOOL	"HOICHOW"	5th "
GLASGOW and LIVERPOOL	"IDOMENEUS"	12th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	24th October.
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	7th November.
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	21st "
GENOA, MARSEILLES & L'POOL	"CALCHAS"	24th "
LONDON, AMSTERDAM & ANTWERP	"DEUCALION"	31st December.
AMSTERDAM, LONDON & ANTWERP	"HECTOR"	19th "
GENOA, MARSEILLES & L'POOL	"CLAUCUS"	20th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"PINGSUEY"	9th November.
	"OANFA"	1st December.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"KEEMUN"	28th October.
	"MACHAON"	3rd November.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th October, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"KWEILIN"	20th October.
MANILA	"TAMING"	24th "
CEBU and ILOILO	"KAIFONG"	24th "
ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	2nd November.
YOKOHAMA and KOBE	"TSINAN"	5th "

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.
† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th October, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 21st Oct., at Noon.
RURI	2540	A. H. Nottley	"	SATURDAY, 28th Oct., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 14th October, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"ALSTON"	SATURDAY, 21st October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 10th October, 1905.

BOO CHEONG

STATIONER AND PAPER MERCHANT,
No. 50, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying, Pressing, also Automatic Cyclopedia
and all kinds of Stationery.
Hongkong, 19th February, 1905.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VORUX ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 310.
Hongkong, 1st October, 1904.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 3.30 P.M.
if tide permits.

FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
30 cents; Return, 50 cents; Steerage, 10 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$5
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday), on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street,
Hongkong, 9th October, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 T. R. MEAD.
"KWONG TUNG" 1,328 H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).

Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey \$4.
Meals \$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHU ON S.S. CO., LD.,
and YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	"LOONGSANG"	FRIDAY, 20th Oct., 4 P.M.
SHANGHAI VIA NINGPO	"WINGSANG"	MONDAY, 23rd Oct., 4 P.M.
S'GAPORE, PENANG & CALCUTTA	"LAISANG"	TUESDAY, 24th Oct., 3 P.M.
SHANGHAI	"KWONG SANG"	WEDNESDAY, 25th Oct., 4 P.M.
SANDAKAN VIA KUDAT	"MAUSANG"	THURSDAY, 26th Oct., Daylight.
TIENSIN	"ESANG"	SATURDAY, 28th Oct., 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.
† Taking Cargo on through Bills of Lading to Chafso, Tientsin, Newchwang and Yangtze Ports.
‡ Taking Cargo on through Bills of Lading to Labad Datu, Simporna, Tawao, Usukan,
Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 18th October, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE and YOKOHAMA,PORTLAND, OREGON,
OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Metzentzin	November 7th, 1905.
"ARAGONIA"	5,198	Ernst	November 29th.
"NICOMEDIA"	4,370	Wagemann	December 22nd.
"NUMANTIA"	4,370	Feldmann	January 7th, 1906.

The S.S. "Arabia" left Portland on October 1st, and is expected to arrive here on 2nd November.
Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.FOR AMOY, STRAITS AND RANGOON.
THE Company's Steamship

"ZAIDA,"
Captain C. Willis, will be despatched as above,
on SUNDAY, the 22nd instant, at Daylight.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 16th October, 1905.

EXCURSION TRIP TO MACAO.

S.S. "KWONG CHOW"
WILL leave Hongkong every SATUR-
DAY, at 6 P.M., and return from Macao
at 10 A.M. on SUNDAY.

Passengers desiring to remain longer in
Macao may return by the S.S. "KWONG
TUNG" which will leave Macao on Sunday at
9 P.M.

Fares:—1st class single \$1.50 with Cabin \$2.00
return 2.00 " 2.00
2nd class single 1.00 " return 1.50

Breakfast, Tiffin and Dinner \$1 each.
The Wharf in Hongkong is a short distance
West of the Harbour Master's Office.

For further Particulars, apply to the
SHU ON S.S. CO., LD.
and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West, or to
Messrs. HERBERT DENT & Co.,
Agents,
Canton and Macao.

Hongkong, 28th September, 1905.

TRIPS TO CANTON AND MACAO.

THE Yeh On Company's Splendid Steamer
"YING KING,"
1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for
Canton every MONDAY, WEDNESDAY
and FRIDAY EVENING, at 9.30 P.M.,
returning to Hongkong every TUESDAY,
THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she will make an EXCUR-
SION TRIP TO MACAO, leaving Hongkong
at 8.30 A.M., and returning from Macao about
7.30 P.M.

The "YING KING" is especially fitted for
these runs, is the newest, fastest and most
luxuriously furnished steamer on the line and
is lighted throughout with Electricity, also hot
and cold water is supplied.

FARES:
First class single journey to Canton \$3.00
Second " " 1.50

First class single journey (to Macao 1.00
with Cabin 2.00
to Macao 2.00
with Cabin 3.00

Second " single " 80 Cents.
Third " single " 50 " " 30 "

Breakfast, Tiffin or Dinner \$1 each only.
Wines and Spirits of the best brands are used.
The Wharf in Hongkong is at the West end
of Wing Lok Street.

The Wharf in Macao is the same as the
S.S. "PERSIAN".
For further information, apply to the Office of
YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street, Hongkong,
or to
Messrs. WENDT & Co., Canton Agents.
S. A. NORONHA, Macao Agent.
Hongkong, 23rd August, 1905.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street, Hongkong,
or to
Messrs. WENDT & Co., Canton Agents.
S. A. NORONHA, Macao Agent.
Hongkong, 23rd August, 1905.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About
"WRA CASTLE" 6th November.

"CHAZIE" to follow.
"LOTHIAN" to follow.

For Freight and further information, apply
to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 16th October, 1905.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

The leading English Newspaper in China

Also widely circulated in Japan, Cochin
China, Ceylon, India and the Far East
generally.A daily newspaper with weekly edition
published for despatch by the homeward mailThe daily is recommended as more generally
suitable, except for subscribers in Europe or
America.A special feature is made of full and accur-
ate reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulateslargely among all classes of the community,
is the largest daily newspaper and has awider circulation than any journal in the Far
East.Special attention given to effectively display-
ing advertisements.The type used as a standard for setting
advertisements is similar to this, unless we areinstructed to display the advertisement, when
any effective style of type will be adoptedThis standard runs exactly eight lines to the
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
\$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than

noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES

PAMPHLETS

CARDS

CIVIL

EXPRESS

All job printing is done under European
supervision, well turned out free from errors,
and remarkably cheap atTHE HONGKONG TELEGRAPH
OFFICEEstimates given for all classes of work on
application to

THE MANAGER

HONGKONG TELEGRAPH CO., LD.
1, ICE HOUSE ROAD,
HONGKONG.

A CLERGYMAN IN TROUBLE.

San Jose, September 4.—Rev. A. Wilber
Bloom, who is incarcerated in the County Jail
on a charge of horse stealing for which he was
arrested at Los Gatos on Sunday, puts forward
as an explanation of his actions that he is sub-
ject to epileptic fits, which affect him at times
when he is excited or has over-exerted himself.
When one of these attacks comes, however, he
says he is more or less unconscious for a few
minutes, and then for some hours he has no
clear recollection of what he does or says.

It was about eighteen months ago, he nearly
as he could remember yesterday, that he had
to give up his charge of the pulpit of the
Christian Church at Bakersfield, in which he
had served about a year. He has been in this
State only about three years altogether. He
has a home at Alma, where his wife and child
are living. They visited him this afternoon.

A number of persons called at the jail to-day
or communicated with the officers to state that
they had given money to a man answering
Bloom's description for a child's home on
Delmas avenue. Such an institution is not
known to the officers, but the man succeeded
very well apparently in getting subscriptions
from prominent men and women of San Jose.

T. B. KING'S SCHOLARSHIPS.

IN SINGAPORE.

"An Ex-Queen's Scholar" writes to the
Singapore Free Press:—

It is now nearly twenty years since the
higher scholarships were started through the
strenuous advocacy of Sir Cecil Smith in the
Legislative Council. In those days a good
number of influential residents among the Eu-
ropeans did not approve of the scheme, which,
as a very prominent gentleman put it, was in-
tended to take the bread out of the "sons" to
give it to the "bastards." The most powerful man
on the Legislative Council of that time, wanted
good education for the natives, it is true, but his
standard was merely a question of efficiency as a
mercantile clerk, as long as he could get enough
clerk at a cheap rate, he could be more than
satisfied. It was commonly supposed by cer-
tain heads of firms that "the natives" should
not be taught too much—because they are apt
to know too much and want too much when
they have mastered more than the rudiments
of the elementary schools. Consequently it was
then very difficult to convince the Straits-born people—European
or Asiatic—that man did not live on bread alone.
The results brought about by the institution
of their valuable scholarships can only be
rightly judged by bearing in mind the quality
of general education among the young men
then and now, as well as the attitude of the
permanent residents towards education in
general.

No one will deny that the standard of
education has been raised all round. The
ambition of lads throughout the colony has
been stimulated, and very young lads now
make up their minds, while yet in the early
forms to emulate those who have distinguished
themselves after obtaining these scholarships.
The scholarships do not interest Europeans to
the same extent, and it is easy to understand
why some school masters object to the con-
tinuance of the scholarships. It is not too
much to say perhaps that some people feel
unhappy to see so many Asiatic youths get
the scholarships, and manage even to distinguish
themselves in the great British Universities.
But such a narrow-minded and selfish set of
people do not deserve any sympathy. The
scholarships were instituted for certain objects,
which we humbly maintained have been fully
realised. These objects are:—

1. Stimulus to education.
2. Improvement of the position of the scho-
lars.
3. Opening the higher professions to local
young men.
4. Influence of the returned scholars upon
the general community.

Objects 1 to 3 have been realised years ago.
The probability of sending Straits boys to
Europe has been proved, and since 1898 an
increasing number of Straits Chinese have
been going to Europe at their own expense to
join the schools in Great Britain. The in-
fluence of the returned scholars on the com-
munity to which they belong has been won-
derfully beneficial, and this may best be seen
in the case of the Chinese of today, and those
of twenty years ago to appreciate what this
influence has been. It is not necessary to
enumerate all the changes which have taken
place or are still actively going on. But we
may just mention the Singapore Chinese Girls'
School—the Chinese Company of the S. V. J.
and the Volunteer Club—the Straits Chinese
British Association—the monster demonstration
which was organised at the Weekly En-
ertainment Club after the fall of Pretoria in
the Chinese Exhibition Society and the
Literary Societies of Kuala Lumpur and Pen-
ang. These will show that the Chinese
Queen's scholars have endeavoured to raise
their fellow countrymen to a higher level of
living and thinking.

The Educational Commission appointed
some time ago, went very carefully into this
question, and decided to recommend the con-
tinuance of the scholarships, to the higher
schools, to be given to the best of the most
able students, which serve to bind the
colony to the mother country in the best
possible way. One man who has imbibed the
great traditions of an ancient university is a
greater acquisition to a new community than a
hundred mediocre graduates of a technical
school. By all means let us have good edu-
cation for the lower and middle schools as
possible, but until then, it is more money for
the establishment of a college, the Govern-
ment will be doing a great harm to education
by discontinuing these King's Scholarships.

Which we further remember how the bulk of
our revenue is made up of taxes on opium and
spirit, we must feel that the Government can-
not do too much to encourage the education
of the people, and that the King's Scholarships
which have been given to the best of the most
able students, which serve to bind the colony
to the mother country in the best possible way,
and which have been a great help to education
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NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT.
Achéron	armoured gunboat	1,706	10	1,700	Lieut. Ferret	Salgon
Argus	river gunboat	123	—	500	Lieut. Jeannel	Canton
Avelanche	river gunboat	140	5	150	—	Haiphong
Balaonette	river gunboat	—	—	150	—	Salgon
Carapade	river gunboat	—	—	150	Lieut. Hue	Salgon
Casse-tête	river gunboat	140	5	150	—	Salgon
Comète	gunboat	525	4	438	Lieut. Merveilleux du Vignaux	Gulf of Siam
D'Assas	armoured cruiser	4,000	31	9,500	Captain Alfreid.	Bale d'Along
Décidé	gunboat	645	10	1,400	Lieutenant L'Est	Haiphong
Descartes	cruiser	5,695	14	5,500	Commander Amet	Bale d'Along
Dupetit-Thouars	armoured cruiser	10,014	—	—	—	Salgon
Eclat	river gunboat	303	—	—	Lieut. Mère	Haiphong
Francisque	destroyer	303	7	6,300	Lieut. Coton	Haiphong
Fronda	—	350	—	303	—	Haiphong
Guichen t	protected cruiser	—	—	—	Capt. Prat	Salgon
Guyard	armoured cruiser	9,376	7	20,200	Capt. Ridoux	Salgon
Henri Rivière	river gunboat	—	—	—	Lieut. Penfex	Haiphong
Jacquin	river gunboat	300	6	308	Lieut. Codoux	Haiphong
Javeline	destroyer	307	7	2,200	Commander Sagot-Davaux	Haiphong
Kersiel	cruiser	1,150	7	2,200	Commander Simon	Salgon
Lyne	sub-marine	—	—	—	Armbruster	Salgon
Montcalm	armoured cruiser	9,700	12	10,000	Lieut. Prat	Bale d'Along
Mosquet	destroyer	307	7	6,300	Lieut. Grellet	Bale d'Along
Oly	river gunboat	—	—	—	Lieut. Lavieuvre	Chungking
Pain	gunboat	—	—	—	—	Tongking
Picciot	destroyer	307	7	6,300	—	Bale d'Along
Proche	sub-marine	—	—	—	Lieut. Glouvenec	Salgon
Redoutable	battleship reserve	9,457	8	6,071	(Philippe) Rear Admiral de Marolles Commanding the local defence of	Salgon
Sabre	destroyer	—	—	—	Indo-China	Haiphong
Stryx	armoured gunboat	1,706	10	1,700	Lieut. Leball	Salgon
Surprise	gunboat	620	3	900	Capt. Dupré	Bale d'Along
Takara	river gunboat	—	—	—	Lieut. Houze	Upper Yangtze
Takou	destroyer	350	6	—	Capt. Truquart	Salgon
Vander	battleship reserve	9,450	8	6,000	—	Hongay
Vigilance	river gunboat	123	7	1,000	—	Canton

